

To-day's Advertisements.

THEATRE ROYAL.
CITY HALL.

LONDON LYRIC COMPANY.

Comprising
12 FIRST CLASS ARTISTS.

Proprietors—F. B. Hardy and J. S. Smith.

Director—J. Saville Smith.

Under the Distinguished Patronage of

His Excellency the Governor.

Sir WILLIAM ROBINSON, K.C.M.G.,

Lady ROBINSON, and Suite.

His Excellency Major-General

BARKER, G.B.

A GRAND AND POPULAR SUCCESS.

TO-NIGHT!!

(TUESDAY), 4th April,

First Production in the East,

The Success of all Farce Comedies,

‘N I O B E’

A MYTHOLOGICAL COMEDY IN 3 ACTS.

Peter Amos Dunn, in

‘Insurance’

Mr. Henry Kitts.

Cornelia Griffin, in

‘Love Whom I Will’

Mr. G. Stewart.

Philip Venables, in

‘Love with Hatred’

Mr. E. Fersteson.

Hamilton Tompkins, in

‘Love with Art’

Mr. J. H. New.

Parker Sillocks, in

‘Love with Art’

Mr. T. Verney.

John, Mr. D. C. Smith.

Mr. Dunn, Peter’s wife

Mrs. J. R. New.

Miss Helen Griffin, in

‘Her Sister’

Miss J. F. Brian.

Hattie Griffin, in

‘Love with Art’

Beatrix Griffin, in

‘Love with Art’

Miss Milton, The

Miss M. Gregor

Governoress, And

Miss Ethel Arden.

TO-MORROW

(WEDNESDAY), 5th April,

‘N I O B E’

will be repeated.

THURSDAY, 6th April,

by Special Request, the ever Popular

‘EAST LYNN’

FRIDAY, 7th April,

NO PERFORMANCE.

SATURDAY, 8th April,

Last appearance of the Company,

‘T U R N E D U P’

PRICES OF ADMISSION.

Books of Eight Tickets, \$13.

Dress Circle and Stalls, \$2.

Back Seats, \$1.

Soldiers and Sailors in uniform half price

to Back Seats only.

Box Plan at MURRAY & WALSH, Ltd.

Doors Open at 8.30. To Commence at 9.

Hongkong, April 4, 1893. 623

HONGKONG ‘ODD VOLUMES’

THE Next MEETING will be held TO-

MORROW (WEDNESDAY), 5th April,

at 9 p.m., at the HONGKONG HOTEL.

Subject for discussion

‘LIFE EAST v. LIFE WEST’

The Chair will be taken by Dr. A. T. TUNSTALL.

SIDNEY JEFFREY,

Hon. Secretary.

Hongkong, April 4, 1893. 631

HONGKONG BRICK AND CEMENT

COMPANY, LIMITED.

DURING my temporary Absence from

the Colony, Mr. W. A. DUFF has

been appointed ACTING SECRETARY from

this date.

By Order of the Board,

W. H. WALKER,

Secretary.

Hongkong, April 4, 1893. 634

PUBLIC AUCTION

or

A VALUABLE LEASEHOLD

PROPERTY,

Situate at Victoria, Hongkong,

TO BE SOLD

ON

FRIDAY,

the 7th April, 1893, at 3 o'clock p.m., at

the Promises.

being ALL THAT PARTS or GROUND abutting

on the North side thereof on Island

Lot No. 1290 and measuring thereon 47

ft. 8 in. or thereabouts, on the South

side thereof on Island Lot No. 1292 and

measuring thereon respectively 29 ft. 5 in.

or thereabouts and 16 ft. 3 in. or there-

abouts, on the East side thereof partly

on Island Lot No. 1292 and measuring

thereon 4 ft. 6 in. or thereabouts and

partly on Island Lot No. 1293 and mea-

suring thereon 18 ft. 8 in. or thereabouts,

and on the West side thereof on Island

Terrace and measuring thereon 23 ft. 6 in.

or thereabouts, containing in the whole 976

square feet or thereabouts and comprising

in the LANE Office as 1st floor, 10 ft. 0 in.

by 10 ft. 0 in. and the MESSUAGRE

thereon known as No. 22, Elton Street.

For further Particulars and Conditions

of Sale, apply to

WOTTON & DEACON,

Solicitors;

to

J. M. ARMSTRONG,

Auctioneer.

Hongkong, April 4, 1893. 630

TO LET.

OFFICES—1st and 2nd Floors of No.

4, Queen’s Road Central, over the

Bank of China, Canton & Shantung, Ltd.

No. 11 and 12, Canton Road—A Large

FLOOR, 1st FLOOR, & MAGAZINE’S G.R.

No. 10, Old Bailey.

No. 7, PHATA CINERIAL, at present occi-

pied by the NEW ORIENTAL BANK IN

LIQUIDATION.

New HOUSES in RIBTON TERRACE,

Bonham Road, near Eliza Point.

New HOUSES in EIGHT STREET, PEEL

STREET and STANTON STREET.

No. 4, BLUE BUILDINGS.

GODOWN, NO. 1A, BLUE BUILDINGS.

SEMI-DETACHED HOUSES, at MAGAZINE

G.R. Very cheap rental.

No. 23, Caine Road.

No. 5, VICTORIA VIEW, KOWLOON.

GROUND FLOORS, NO. 6, SHELLY

STREET.

NORMAN COTTAGE in ALBANY ROAD,

‘EARNSFOOT,’ 7-ROOMED HOUSE—

RIBTON ROAD.

Apply to

THE HONGKONG LAND INVEST.

MENT & AGENCY Co., Ltd.

Hongkong, April 4, 1893. 639

TO LET.

THE CHINA MAIL.

To-day's Advertisements.

THE CHINA MAIL.

PRESENTATION TO CAPT. RAMSAY OF THE TSI N.

After dinner on Monday evening 3rd inst., the passengers met on the saloon deck and Mr. Sykes and Professor Baldwin Spencer on their behalf presented Capt. Ramsay with a purse of sovereigns and the following address:—

To Capt. Ramsay, steamer *Tsien*.—At the close of this pleasant voyage we the undersigned passengers desire to express to you our high appreciation of your unfailing kindness and courtesy. We have been given to understand that this is the first voyage on which you have had command and our experience during the last three weeks has been such as augurs well for the welfare and comfort of passengers who may in the future be fortunate enough to sail with you.

Before we part we feel that it is only right we should thank you warmly for the interest you have taken in our welfare and should wish you every success in future.

[Here follow signatures of all European passengers.]

THE TANK STEAMER CONCH.

Yesterday a small party of gentlemen went on board the tank steamer *Conch*. The *Conch* belongs to the Shell Line of steamers, owned by a syndicate, trading under the name of Messrs. Samuel and Co., formed for the development of the kerosene oil trade in the East. Messrs. Arnhold, Karberg and Co. are the agents in Hongkong, and it was on their invitation that the steamer was inspected. The principle on which she is built may be, and probably is, the best, so far as present knowledge goes, that could have been adopted in marine architecture for the carriage in bulk of an inflammable liquid like kerosene oil, but it has to be conceded that in her construction "beauty" has been sacrificed for utility. Where ever experts differ—and they are best qualified to give an opinion—it would be out of place in these columns to hazard dogmatic opinion as to the principle on which the *Conch* is built or the manner in which she has been constructed, but from the general impression which the party had of the vessel the general opinion expressed was that there was no possibility of danger if strict adherence were observed to the explicit instructions issued to officers, engineers and crew. The *Conch* behaved admirably on her first voyage from Batavia to Kobe and her officers express satisfaction with her. Her adaptability for ordinary cargo carrying has been put to the test already. After discharging her cargo of kerosene oil at Kobe, she was thoroughly cleaned, and a cargo of rice and coal shipped for Hongkong. There was not the faintest trace of kerosene to be found.

Lunched on 5th November last by Messrs. William Gray & Co. (Limited), West Hartlepool, the *Conch* has a gross tonnage of 3,255, net 2,012, has a crew of 30 horse power and 1,400 indicated, and she carries 4,824 tons of oil and 650 tons of bunker coal. The following description of the steamer is taken from a home paper:—

"The vessel is built under Lloyd's highest classes on the three deck rule, with long deep and topgallant forecastles. Her dimensions are as follows:—Length over all, 349 feet; breadth extreme, 43 feet; depth, 28 feet. The engine and boiler rooms are in the after part of the vessel, and underneath them there is a double bottom for water ballast. The forward and after peaks are also fitted for water ballast for trimming purposes. Forward of the boiler room there are nine strong transverse bulkheads, and also a very strong fore and aft bulkhead from the keel to the main deck. Altogether there are 17 separate oil tanks. These oil tanks are separated from the boiler room by bulkhead aft, and when the cargo hold forward by large cofferdams which are carried to the topmost deck in each case, and which can be filled with water when required, and they are under the control of special and separate pumps placed on deck. Expansion tanks are carried up from the middle of each oil compartment to allow the oil to rise and fall with varying temperature. These tanks in conjunction with large hatches, are used for loading general cargoes. Two powerful pumps are fitted in the pumproom amidstships for discharging the oil cargo. They are capable of pumping out the entire cargo of over 4,400 tons of oil in 12 hours, and will also pump water from the sea to fill the oil tanks when required to do so. When the oil cargo has been discharged, the tanks will be cleaned and when required to be loaded again by special pumps provided. A powerful air will be fitted capable of exhausting the air from each tank in 10 minutes in order to thoroughly ventilate the compartments when filled with general cargo, the exhaust air being delivered through a cowl above the deck. The vessel is fitted throughout with an electric light installation—the whole of the cabin, engine and boiler room, gallery, chart and wheelhouse, binoculars and telegraph being included; in addition she has a 20-inch projector, and the necessary lighting for navigating the Suez Canal at night. In order that all parts of the ship may be thoroughly examined after cargo has been discharged, and also provided with a number of portable electric searchlights, 4th class—Cup presented by China Tong, Nag; 5th, 6th, and 7th Prizes—presented by Members of Council, Past and Present; 8th Prize—presented by Lt.-Col. Jerrard; 9th Prize—presented by The *Hongkong Daily Press*; 10th Prize—presented by Hon. E. K. Bellairs.

1 Sgt. Warnecke 922
2 Mr. Duncan 102
3 Sgt. Major Liddle 248
4 Lieut. Hicks 247
5 Major Johnson 246
6 Major Eyston 234
7 Commander Ashe 224
8 Mr. C. Ford 221
9 Lieut. Kingford 216
10 Col. Sgt. Reg. Bayard 213

Artillery Aggregate.—Restricted to members, who have never won an Association Subscription Cup, or a First or Second prize exceeding the value of £1 at any previous prize meeting in Hongkong or elsewhere, and whose respective scores in the Queen's stages make the highest aggregates. Prize—Cup presented by Commodore Palliser, R.N.

Commander Ashe, R.N. 224
Victoria Aggregate.—For competitors when respective scores in the 2nd stages of the Queen's make up the highest aggregates. 1st Prize—The Championship—presented by the Ladies of Hongkong; 2nd Prize—The Halkuan Cup—presented by Members of the Chinese Imperial Maritime Customs; 3rd Prize

—The Volunteer Prize—presented by the Officers of the Naval Contingent of the Hongkong Volunteer Artillery; 4th Prize—Cup presented by China Tong, Nag; 5th, 6th, and 7th Prizes—presented by Members of Council, Past and Present; 8th Prize—presented by Lt.-Col. Jerrard; 9th Prize—presented by The *Hongkong Daily Press*; 10th Prize—presented by Hon. E. K. Bellairs.

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Commander Ashe, R.N. 224
Victoria Aggregate.—For competitors when respective scores in the 2nd stages of the Queen's, (competition Nos. 7 and 9) make up the highest aggregates.

Five prizes. 1st Prize—presented by Major Robinson; 2nd, 3rd, 4th, and 5th prizes, 70% of the Entries.

1 Major Eyston 113
2 Mr. Duncan 102
3 Lieut. Hicks 102
4 Mr. Warnecke 102
5 Commander Ashe 98

The Queen's 3rd Stage Aggregate.—For competitors whose respective scores in the 3rd stage of the Queen's make up the highest aggregates.

Prize—Cup presented by Hon. E. K. Bellairs.

1 Mr. Warnecke 15
2 Mr. C. Ford 68
3 Lieut. Hicks 64
4 Sgt. Major Liddle 63

The Champion All Comers' Aggregate.—For the competitor who has won the highest aggregate. Prize—Cup presented by Hon. E. K. Bellairs.

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THE CHINA MAIL.

[No. 6409.—April 4, 1893.]

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX;

ALSO
PORTS OF BRAZIL AND LA PLATA.

TO-MORROW, the 5th day of April, 1893, at Noon, the Company's Steamship *OXUS*, Commandant Duron, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till

Cargo will be received on board at 4 p.m., Specie and Parcels until 5 p.m. on the 4th April, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX
Agent.

Hongkong, April 4, 1893. 548

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS,

ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. Oceanic, v. Honolulu, TUESDAY, April 18. Gasco, v. Honolulu, TUESDAY, May 9. Beige, v. Honolulu, THURSDAY, June 8.

The Steamship *OCEANIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th April, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamer of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point in route.

Through Tickets issued passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the CENTRAL & UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

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Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to those fares from China and Japan to Europe.

All Parcel Passages should be marked to address in full, and same will be received at the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, March 22, 1893. 540

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG. *Saturday*, April 8. *City of Rio de Janeiro*, THURSDAY, April 27. *City of Peking*, v. THURSDAY, May 18. *Honolulu*.

The U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 8th April, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point in route.

Through Tickets issued passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the CENTRAL & UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

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